

CLASSIFIED MESSAGE

DATE 1926Z 03 JUN 63

S E C R E T

ROUTING

| | |
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| 1 | 4 |
| 2 | 5 |
| 3 | 6 |

TO : DIRECTOR

FROM :

25X1A

ACTION: OSA (1-15)

INFO : S/C (16)

P R I O R I T Y

25X1A

TOR: 1957Z 03 JUNE 63

IN--78438

25X1A

TO PRITY

INFO

CITE

9737

OXCART

25X1A

COL LEDFORD FROM [REDACTED]. MR. C.L. JOHNSON PROPOSES TO RUN A NUMBER OF TESTS ON AIRCRAFT NUMBER 124 TO ESTABLISH CERTAIN FACTORS BEARING ON 123 ACCIDENT. HE REQUESTS USE OF 124 TUESDAY 4 JUNE 1963 TO DO FOLLOWING:

A. ESTABLISH DIVE ANGLE AT MILITARY POWER NON-AFTERBURNING TO GET 1.05 MACH NUMBER STARTING AT 34,000 FEET, M EQUAL .85. GROSS WEIGHT 60,000 POUNDS, CG 23 PERCENT, DIVE TO 25,000 FEET NOT EXCEEDING 10 DEGREE DIVE ANGLE. TIME RATE OF DESCENT.

B. MEASURE AIRCRAFT CONTROL CHARACTERISTICS BY PUSHING ELEVATOR CONTROL FORWARD AND NOTING PITCH DOWN RATE AT VARIOUS SPEEDS. THESE START AT 290 KNOTS EAS 30,000 FEET AND WORK DOWN INCREMENTALLY THROUGH 250, 225, 200, 180, 160, 150, 140, 135, 130, 125. THIS TEST IS INTENDED TO PROVIDE DATA ON ABILITY OF THE PILOT TO INCREASE AIRSPEED BY NORMAL CONTROLS FROM ANGLES OF ATTACK UP TO 15 DEGREES. IT IS NOT INTENDED TO CARRY THIS TEST DOWN TO 120 KTS EAS AS IN CASE OF NUMBER 123.

GROUP 1

Excluded from automatic
downgrading and
declassification

25X1A

██████ 9737 (IN--78438)

S E C R E T

PAGE TWO

C. TESTS WOULD BE CHASED BY F-104 AT HIGH SPEEDS AND T-33 WITH CAMERA MAN FOR SLOW TESTS.

D. AN ADDITIONAL TEST MIGHT BE RUN MAKING A TURN AS DESCRIBED BY DRIVER HOLDING ALTITUDE USING HIS POWER SETTINGS AND NOTING AIRSPEED DECREASE IF ANY.

E. ALL TESTS WILL BE CONDUCTED IN THE IMMEDIATE VICINITY OF ██████

25X1A

END OF MESSAGE

S E C R E T